



US00D520443S

(12) **United States Design Patent**
Yamaura

(10) **Patent No.:** **US D520,443 S**

(45) **Date of Patent:** **** May 9, 2006**

(54) **TREAD PORTION OF AN AUTOMOBILE TIRE**

Oliver TL 26 Drive Traction/Lug Tire and Oliver Orco PD Drive 22 & 26 Traction/Lug Tire, Tire, 2002 Tread Design Guide, Jan. 2002. p. 235 2/5 & 3/5.*

(75) Inventor: **Gentaku Yamaura**, Chuo-ku (JP)

* cited by examiner

(73) Assignee: **Bridgestone Corporation**, Tokyo (JP)

(**) Term: **14 Years**

Primary Examiner—Robert M. Spear

(74) *Attorney, Agent, or Firm*—Sughrue Mion, PLLC

(21) Appl. No.: **29/213,100**

(57) **CLAIM**

(22) Filed: **Sep. 14, 2004**

The ornamental design for a tread portion of an automobile tire, as shown and described.

(30) **Foreign Application Priority Data**

Mar. 17, 2004 (JP) 2004-008086

DESCRIPTION

(51) **LOC (8) Cl.** **12-15**

(52) **U.S. Cl.** **D12/596**

(58) **Field of Classification Search** D12/551,
D12/552, 553, 574, 579, 586, 587, 588, 594,
D12/595, 598, 600, 601, 900, 901; 152/209.1,
152/209.9, 209.13, 209.25, 209.28
See application file for complete search history.

FIG. 1 is a perspective view of the top, front and left side of the tread portion of an automobile tire showing my new design, it being understood that the tread pattern repeats itself uniformly throughout the circumference of the tire;

FIG. 2 is a front elevational view thereof, the top and bottom plan views being identical thereto;

FIG. 3 is a rear elevational view thereof;

FIG. 4 is a right side elevational view thereof;

FIG. 5 is a left side elevational view thereof;

FIG. 6 is an enlarged fragmentary view thereof; and,

FIG. 7 is an enlarged cross-sectional view thereof taken along the line 7—7 in FIG. 6.

The elements shown in broken lines are for illustrative purposes only and form no part of the claimed design.

(56) **References Cited**

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Bridgestone M711 Wide Base Tire, 2002 Tread Design Guide, Jan. 2002. p. 116. 3/4.*

1 Claim, 7 Drawing Sheets

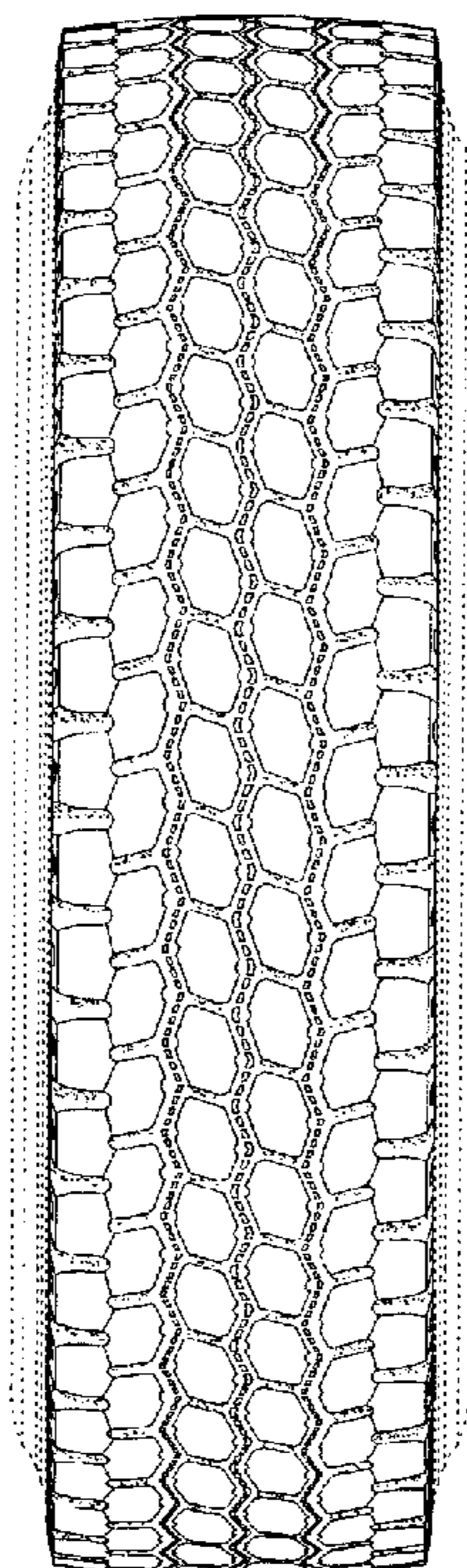


FIG. 1

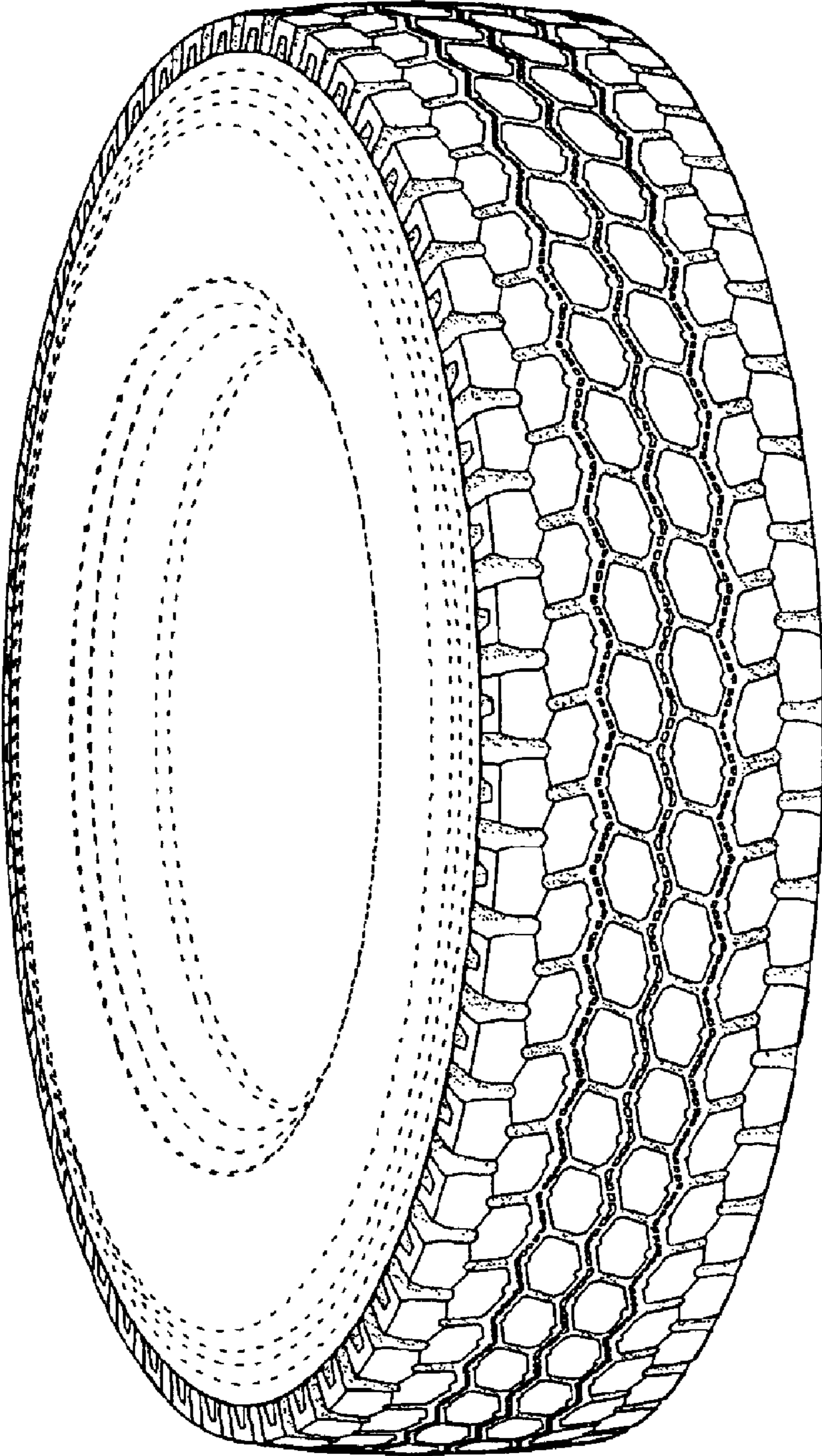


FIG. 2

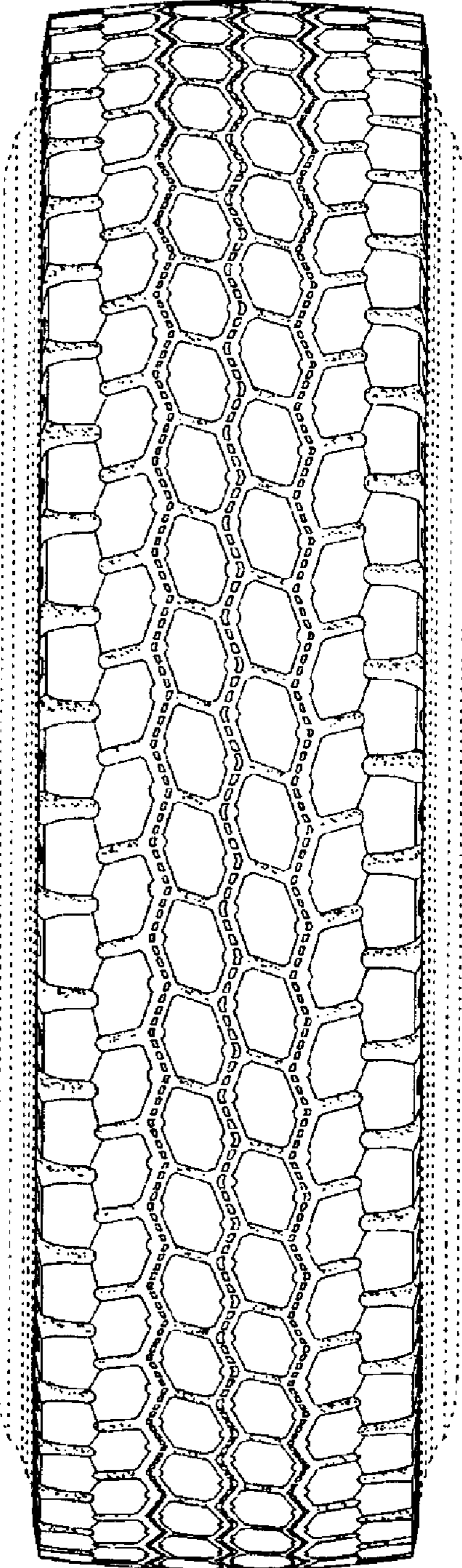


FIG. 3

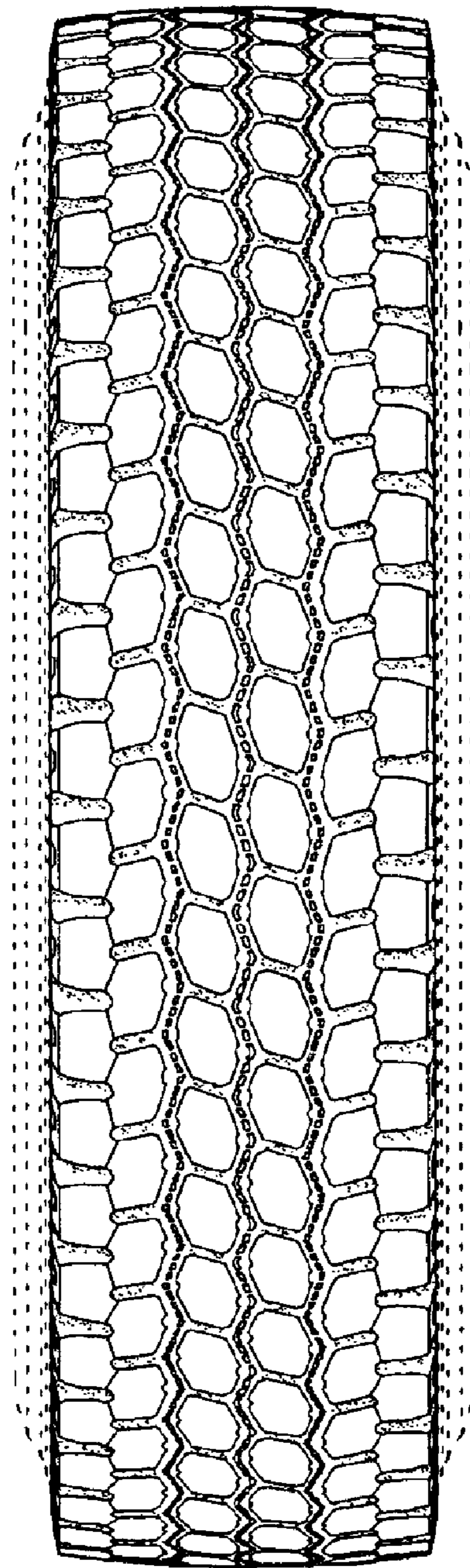


FIG. 4

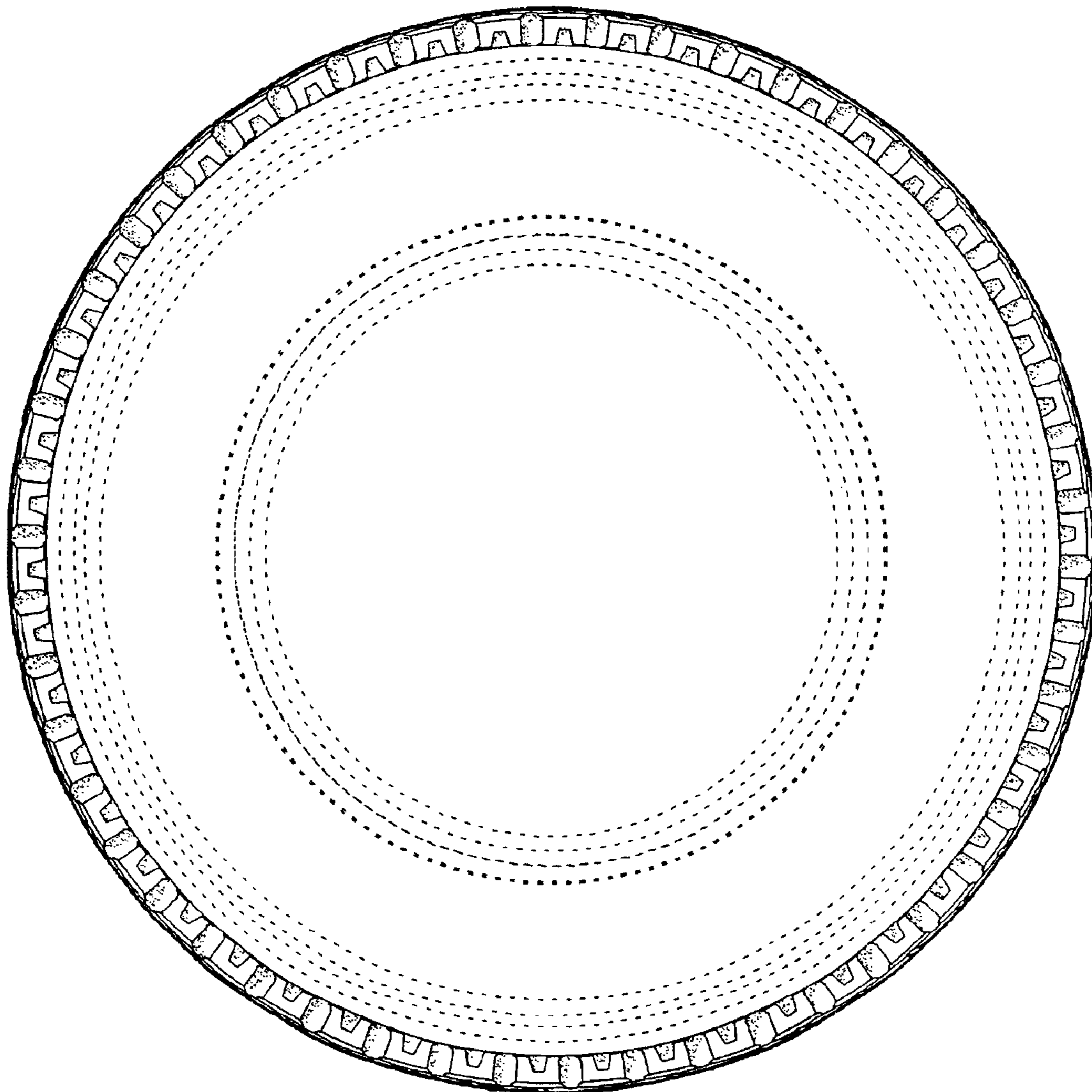


FIG. 5

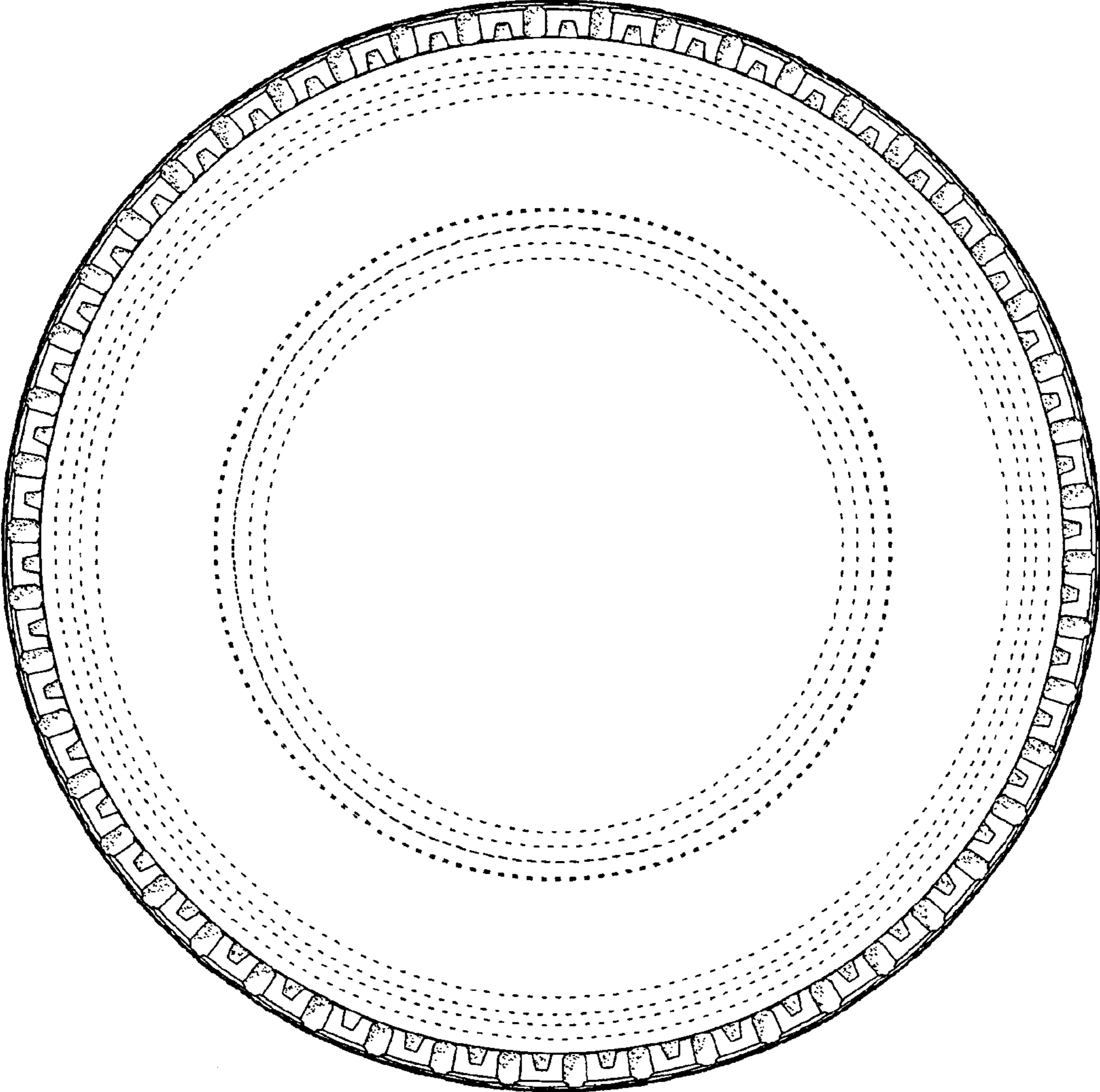


FIG. 6

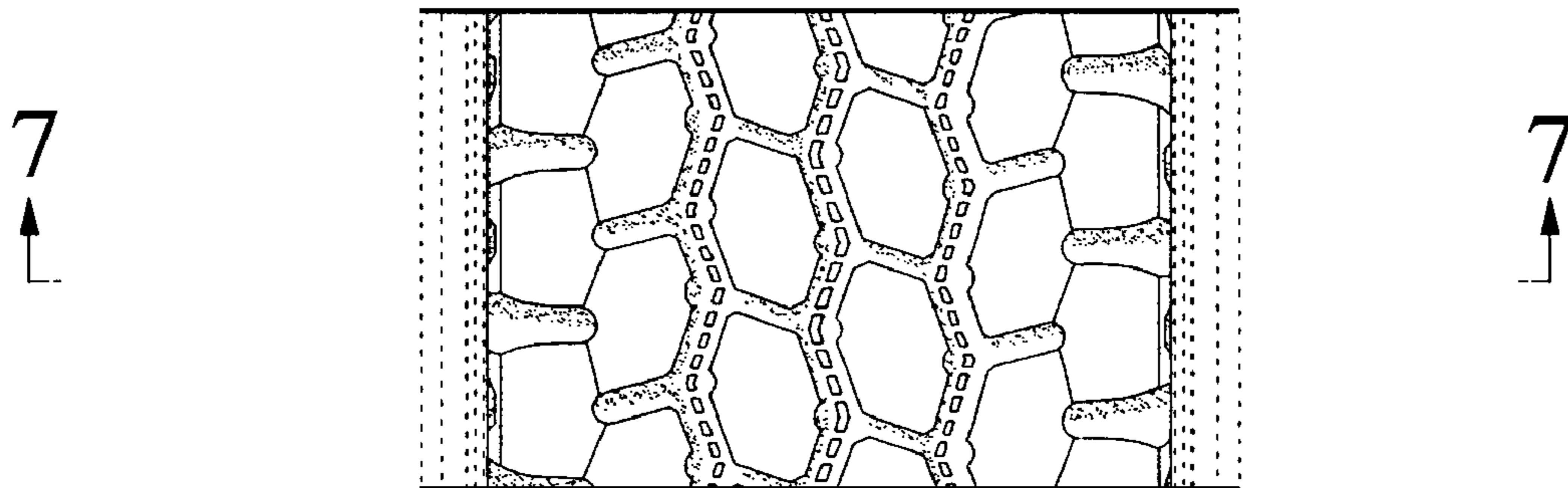


FIG. 7

